

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: marty@aa4rm.radio.org (locale for Marty Reynolds)
Subject: 14.4+ modem disease
Message-ID: <199609261524.LAA06127@aa4rm>

As you surmise, I'm using pk300zip with complete safety on a 4800 baud bi-sync modem. Woe-be-tide users @ higher speeds!

But I did succumb to carelessness 2 years ago by using the Chinese 572Bs w/o the req'd haiku supression kits.

Destroyed my neighbor's unplugged crock pot.

'rm.

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Tom Norris <badger@telalink.net>
Subject: re: 392 questions
Message-ID: <2.2.32.19960927004009.006ef41c@telalink.net>

(Randy Zelick sez...)

>Finally about the condensation. This is not a good sign. It probably has
>something to do with the fact that you live in Houston! Most radios are
>vented and as they warm up in humid environments the water is driven off.
>For the sealed 392 case, there is no place for the water to go. Ideally you
>should bake the set (carefully) and then let it cool in the presence of
>dessicant, and then secure it in the case.

>

>As a practical matter I would just run it with the case cracked and hope
>that most of the moisture evaporates.

The 392 does have a provision for such condensation removal----
Directly underneath the counter and above and between the tuning
knobs there is a hex-head plug. Assemble the R392 normally, remove the
plug, let "bake" with the filaments on for a few days. Replace plug.
If the outer case gasket is not terribly damaged, this will get rid of any
condensation. If used in a very humid environment (I HAVE heard of
someone who used his R392 as a "patio" receiver and thus exposed it
to mosture regularly....) it wouldnt hurt to do this every now and then....

Tom Norris KA4RKT
badger@telalink.net Nashville, Tennessee, USA

Consciousness: that annoying time between naps.

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: hdmeitzen@champion.aclic.com (HD Meitzen)
Subject: Advice on R390,75S3,etc.
Message-ID: <9609261656.03508C@champion-0643.aclic.com>

This is my first message to the BA group. Glad to be here.

Will pay money for items.

1. Tube substitution book.
2. Capacitor checker.
- 3, Alignment procedure for R390 series
4. Need VHF converter for SX101 don't know model number.
5. Need 10.5" cabinet to mount R390 into.
6. What is going \$ rate for SX101, R390A, SX71,75S1,75S3

Much thanks for any info.

Regards
Dave

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: n5off@w5ddl.aara.org
Subject: AM Lives on HF Air
Message-ID: <473673@w5ddl.aara.org>

AM Lovers, you'll love this . . .I was comparing a few receivers on weak signals tonight, and parked on 8903 Kcs to listen to the air traffic.

I was hearing Luanda and Lagos, various airlines, etc. on what I thought was SSB on my R-725. Very proud of how well the rig was doing on SSB, I went to diddle the BFO for audio pitch, and got that AM response out of the BFO.

In W. Africa they are still using AM. I've often listened to these stations on 11300 and 8861, but always SSB.

AM lives a working life out there, and is making it across the pond.

73 de tom

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: Re: AM Lives on HF Air
Message-ID: <199609270308.XAA24360@user2.mnsinc.com>

N50FF writes:

Yup I can hear them on there on AM right now, speaking what sounds like maybe French or? Kinda weak sigs and lots of QRN here (No DSP!)

> AM Lovers, you'll love this . . .I was comparing a few receivers on
> weak signals tonight, and parked on 8903 Kcs to listen to the air traffic.
>
> I was hearing Luanda and Lagos, various airlines, etc. on what I thought
> was SSB on my R-725. Very proud of how well the rig was doing on SSB,
> I went to diddle the BFO for audio pitch, and got that AM response out
> of the BFO.
>
> In W. Africa they are still using AM. I've often listened to these
> stations on 11300 and 8861, but always SSB.
>
> AM lives a working life out there, and is making it across the pond.
>
> 73 de tom
>
>

Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: jproc@worldlinx.com
Subject: Anyone Need Battery Specs?
Message-ID: <Chameleon.4.01.2.960925224543.jproc@>

Dear BA'ers,

I just salvaged a valuable book from the trash can. It's titled:
"Specification JCNAAF-B-2 Dry Batteries", dated 1961. It's a book of
specifications for a wide range of batteries used in military BA's.
Listings start at type BA-2 and go up to BA-1392/U. If anyone requires any
battery specs, I will be more than glad to look them up.

Regards,

~~~~~

Jerry Proc VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario  
~~~~~

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Glenn Finerman <GFINER@nms.com>
Subject: BA.... NOT!!
Message-ID: <s24aa327.043@nms.com>

It's disturbing that some folks feel ANYTHING that's connected to a BA is ok to discuss on the list.

re>Remember even BAers need antennas for the glowbugs to talk!

re>The 5532A is a solid-state 1.2 MHz 6 digit counter. I don't know
>what's inside; it may be discrete transistors or maybe RTL IC's

I don't know Jack, guess they just don't get it!!

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Steve Byan <steve@hi.com>
Subject: Re: BA.... NOT!!
Message-ID: <v03007800ae709f542048@[140.243.30.128]>

>re>The 5532A is a solid-state 1.2 MHz 6 digit counter. I don't know
>>what's inside; it may be discrete transistors or maybe RTL IC's

I'll take this opportunity to mention that such items, while only honorably of boatanchor persuasion due to the nixie tubes, are a welcome subject on the Vintage Solid State list. Send mail to vss-request@acm.org with the command:

subscribe vss

Regards,
-Steve

Steve Byan
Hitachi Computer Products (America), Inc.
1601 Trapelo Road

internet: steve@hi.com

phone: (617) 890-0444

Waltham, MA 02154

FAX: (617) 890-4998

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: n5off@w5ddl.aara.org
Subject: Baking Rigs
Message-ID: <472690@w5ddl.aara.org>

You don't need to put the rig in an oven. What I do is put the bigger rigs in a box with a hair dryer on low. Since the dryer is sucking hot air, it can get pretty hot, so keeo it on low and monitor the temp.

I let mine get to about 120. That dry circulating air in the box does a good job (and the wife's cooking doesn't taste like MFP!).

73 de tom

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: balloon archives
Message-ID: <199609252338.TAA09356@answerman.mindspring.com>

Gang,

I sent the collected messages I had to 14 BAers and also sent them to Jack to put in the BA archives.

We will have a file name shortly for those who also would like to see the info. Someone might want to collect the several messages from BA over the past 10 days also for our BA archive.

Remember even BAers need antennas for the glowbugs to talk!

Dave K4JRB

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: BC-1031-C Panadaptor Manual Needed
Message-ID: <324A68B7.58A5@ghgcorp.com>

Hello y'all...

A BC-1031-C panadaptor showed up on my door step last night.

Cosmetically, I'll call it a stingy 8.5, probably really a nine. Internally, all the tubes looked new when dusted off, and underneath the chassis the components were as clean as when they left the factory.

I went thru all the tests, checking tubes, checking capacitors, and found no problems. Hooked her up to the line, flipped the switch, and up came a trace! Hooked her up to the R-366 which has a dedicated scanning output, and she appears to work nicely. Works very well on the R-390A as well.

However, I have no idea how to make adjustments on it, nor do I know how to interpret the display. (well, I have *some* idea how to interpret the display) So if anyone has a manual for it, I'd be happy to reimburse photocopying/shipping expense, or let me know your manual needs and maybe we could arrange a trade.

Thanks and 73,
Ben

--

From the computer of	Collector of fine firebottle
Benjamin D. Hall, Houston Texas	equipment, as well as other things
BDHall@GHGCorp.com -or-	involving Earth, Air, Water, and
BHall@GP802.JSC.NASA.gov	Fire.

"When you clock the human race with the stopwatch of history, it's a new record every time."

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: jschwart@ix.netcom.com (John Schwartzberg)
Subject: BC-794-B
Message-ID: <199609270307.UAA01436@dfw-ix5.ix.netcom.com>

Hell Again, Anchorites!

Well, the above referenced receiver followed me home when I picked up my donated TCS-12/TCS-14 combo. It cost me a whole buck, but I felt guilty, so I tossed in another one to go along with it. The BC-794-B is made by Hammarlund, and not being a Hammy guy, I'm not sure what it's civilian designation is. Any help?

Also, there is a line of terminals on the back in the center of the chassis. This strip, located between the strip with the relay contacts and the strip with the audio guzzinas & guzoutas, has two sets of five terminals. I can see that there was a shield over the strip, and probably a label placque of some sort identifying the terminals, but alas, it is long gone. Can anyone

help jump start my look at this by giving me the details on this terminal strip? Some of the terminals are obviously the power supply connections, so details on the voltages would also be helpful.

BTW, besides a lonely spider who dies peacefully reclining between two capacitors, this thing is absolutely clean and in beautiful shape. For those who care about such things, it is serial number 47 of order number 12797-PHILA-43.

So, thanks again for the help, gang. And for the times that I fail to mention it, thanks to the entire group for being helpful and encouraging. I would not have bothered with a TCS set without a power supply and accessories, and a BC-794-B without any other info were it not for you fine folks on this group. Awright....enough sappy stuff....get back to the soldering irons and VTVM's. Oh yeah, don't forget to put the blasted things on the air when you get them going, too!

73,

John
N0GII

Denver, CO

jschwart@ix.netcom.com

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: n5off@w5ddl.aara.org
Subject: Ben's 390 Contract
Message-ID: <472688@w5ddl.aara.org>

Ben wrote

Signal Corps US Army
Radio Receiver R-390/URR
Serial #2844
Order 14214-PH-51-93
Collins Radio Company

Actually, this was the first 389/390/391/390A contract.

Congrats on getting a 390.

73 de tom

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Terry Gaiser <gaiser@new-ls.lightspeed.net>
Subject: Collins 30S-1 FS
Message-ID: <324B0E97.CB@bak2.lightspeed.net>

Winged 30S-1 in very good condition except for couple scratches on side.
\$ 1800.00 pick-up in Bakersfield.
Thank You,
Terry Gaiser - N6UR
805-366-2211
fax 805-363-5011

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Terry Gaiser <gaiser@new-ls.lightspeed.net>
Subject: Drake L-4B FS
Message-ID: <324B0F33.72E5@bak2.lightspeed.net>

Nice condition except for DL # engraved in lid. \$ 650.00 pick-up in
Bakersfield.
Thank You,
Terry Gaiser - N6UR
805-366-2211
fax 805-363-5011

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Wayne Cronin" <wmc@postoffice.worldnet.att.net>
Subject: Drake mailing lists, info, etc?
Message-ID: <19960926231231.AAA13208@Bravo>

I'm starting a Drake BA collection, and so I'm on the lookout for any
mailing lists, mod repositories, or just about anything
Drake-related.

Any info or pointers greatly appreciated!
Wayne Cronin WA5VIF
wmc@worldnet.att.net

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
Subject: Drake tr-3 and Galaxy

I'm sorry I didnt get back to anyone when I first posted this. I have a
drake tr-3 and a galaxy 550 with manuals but no mic or power supplies.
both in good shape except drake has some rust nothing a light brass
brush wouldn't get rid of. Galaxy is in real good shape only one of the

rubber feet on the bottom is missing. would love to trade for some kind of multi band reciever. or 100.00 obo.. never sold anything on the net so someone would have to fill me in on how money and items change hands..

in in so cal btw
Rocky

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* * * * *
* NOTE: The message above is a re-post from the newsgroup rec.radio.swap. *
* All replies *must* go to the person making the post, not me. *
* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: berg stephen erik <z931086@corn.cso.niu.edu>
Subject: feedthrough capacitors?
Message-ID: <Pine.3.89.9609251823.A10721-0100000@corn.cso.niu.edu>

I'm collecting some parts for an old project, and need to come up with some 0.001 mfd 600 volt feedthrough capacitors. Since I no longer have access to my old EEM catalog set, can anyone on this list point to where these critters might be found?

73,

Steve WA9JML

z931086@corn.cso.niu.edu

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Eugene Rippen <soundval@foothill.net>
Subject: FS BA Stuff
Message-ID: <324AC2C2.6F64@foothill.net>

Accurate Model 153, Signal Generator/Tracer, 250Kc-120Mc. G. \$20.00
Ameco CP5 Code Practice Osc. VG. 20.00

Ameco PCLP Nuvister Preamp, Works	G.	25.00
B&K 1076 TV Analyst, Untested.	F-G	30.00
Central Electronics 20A ssb Exciter, untested	G	70.00
Drake 2A with 2BQ and Calibrator, works.	G	145.00
EICO 753 Xcvr. 3 band. Works but rcvr is weak.	VG-G	45.00
Feiler TS-1 Signal tracer. Works	F-G	25.00
Galaxy V Mk2 untested.	G	85.00
Galaxy V Mk3 untested	G	85.00
Galaxy Power supply, Bare, no case.		45.00
Galaxy SC-550 PS/Spkr	G	65.00
Galaxy III	F-G	65.00
Galaxy Deluxe Accessory Console	G	65.00

Condition descriptions ("G" "F" etc) refer to outward appearance only.
 Shipping extra.
 Eugene Rippen, 105 Donnington, Auburn, CA 95603

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
 Subject: FS Collins Amp

I have a Collins 30L-1 for sale very clean and very good amp I am
 getting out of ham radio except for mobile have 3 extra tubes and want
 \$500.00 for all or might trade for ten-tec scout
 hfranks@gte.net

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Dick Dillman
 WPE2VT N6VS ex-WA2BJK
 <ddillman@igc.apc.org>
 Collector of Heavy Metal:
 Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
 Subject: FS-Collins 516F2 power supply

516F2 supply-nice shape (not surplus !) \$ 175-add UPS
 Sold my 32s3 so don't need this anymore. Supply has speaker built into
 the cabinet. It doesn't have any emblem (round or winged) on front.
 Brian K3USC- Erie, Pa -814-866-2585 oe email

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* * * * *
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* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: WJoeW@aol.com
Subject: FS: Old radio magazines
Message-ID: <960926202200_318286927@emout08.mail.aol.com>

I have the following 23 old radio magazines (pretty decent condition):

"Radio News": 7/33, 9/33

"Radio News and the Short-Wave": 5/34, 7/34, 8/34, 9/34, 11/34

"Radio News and Shortwave Radio": 12/34, 1/35, 2/35, 3/35, 5/35, 6/35, 7/35,
10/35, (another 10/35 w/o front cover), 11/35, 12/35, 1/36, 4/36, 11/36,
12/36, 1/37

Would like to sell as a lot for \$85 shipped postpaid to you CONUS.

Joe, N5ZYA

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
Subject: FS: National NC-125 Receiver

I have for sale a National NC-125 General coverage shortwave
receiver with Ham band bandspread. Works good. In appearance it is
about 8 1/2 on a scale of 1 to 10. I am asking \$125 plus shipping for it.
It is very clean. Has all the original style knobs on it.
e-mail: rhynek@aol.com

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<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
Subject: FS: R390A I.F

I've got three R390A I.F. modules complete with all tubes including ballast. Mechanical filters have trimmers. Aligned and stagger tuned two years ago. \$150.00 + shipping. Also one non-Collins VFO with end points set. \$75.00 + shipping.

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* * * * *
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* * * * *

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: brq6348@rayta1.dcrb.dla.mil (Marc Chicoine)
Subject: FS:NC-183NR
Message-ID: <9609261435.AA10935@rayta1.dcrb.dla.mil>

I have for sale a "odd duck" NC-183NR. This unit is a rack mount. It has a dark grey wrinkle finish on the front with orange freq. dials (use to be white as the material I am told is photo sensitive and turns dark orange over time). It is similiar to the NC-183 receiver except for the following: has a switch on the front panel

for Sharp, Medium and Broad I.F. bandwidth in addition to the standard crystal bandwidth control (off thru 5). Also it has a control on the front panel to switch to a local or external BFO with fast or slow AGC time constants. There is also a hole that is labeled local or external BFO. Upon further investigation I looked behind the front panel and took a look at the first switch and what I saw was a rotary switch with nothing at all hooked up to it, and the switch lugs showed that nothing never was as evidenced by the lack of any solder or distortion of the lugs!

The other control which has no knob and no shaft (front panel is factory marked BFO, local or external) showed no tool marks at all indicating to me that nothing was ever mounted there!

This, I imagine might have been a special order receiver for the military with the idea of future retrofit as the receiver functions 100% on A.M. and C.W. as a "regular" NC-183 would with the addition of a I.F. Broad/Medium/Sharp switch which is functional.

Wonder if anyone has any insight on this NC-183NR "odd duck"?

Anyway it works great BC thru 6 meters and if anyone would care to buy this I will sell for \$150. It is interesting but my radio shack is at its "volumetric" max and also my floor is being taxed by the weight of all my BAs.

73s, Marc, WC1X

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: Drake tr-3 and Galaxy
Message-ID: <68830.ddillman@igc.apc.org>

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From: Charles R Van Buskirk <rocky@ez2.net>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS Collins Amp
Message-ID: <68837.ddillman@igc.apc.org>

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From: Homer E. Franks <hfranks@gte.net>

Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS-Collins 516F2 power supply
Message-ID: <68843.ddillman@igc.apc.org>

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From: Brian Hemmis <K3USC@worldnet.att.net>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: National NC-125 Receiver
Message-ID: <68822.ddillman@igc.apc.org>

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From: Rhynek <rhynek@aol.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: R390A I.F
Message-ID: <77070.ddillman@igc.apc.org>

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From: Morton L. Denison <mdenison@postoffice.ptd.net>
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: rec.radio.amateur.boatanchors
Message-ID: <68812.ddillman@igc.apc.org>

For those who may be interested in yet another forum in which to discuss BAs, I post the following:

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From: Stan Korzep <skorzep@magicnet.net >
Newsgroups: usenet.rec.radio.swap, usenet.rec.radio.amateur.misc
From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Witmerjr@aol.com
Subject: Heath SB Series Cabinet Paint Change
Message-ID: <960926000358_111127703@emout03.mail.aol.com>

Hello,

Can anyone give me an idea of when Heath changed the "SB" series cabinet paint from the original sort of wrinkle light green to the almost smooth slightly different color green? I've seen 1970 vintage equipment with the former and 1980's vintage - same model - with the latter. I'm just curious as to when the change might have occurred.

Thanks & 73

Bob W3RW

witmerjr@aol.com

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Chuck Penson <penon@sci.mus.mn.us>
Subject: Re: Heath SB Series Cabinet Paint Change
Message-ID: <324A9B6C.41F8@sci.mus.mn.us>

Witmerjr@aol.com wrote:

>
> Hello,
>
> Can anyone give me an idea of when Heath changed the "SB" series cabinet
> paint from the original sort of wrinkle light green to the almost smooth
> slightly different color green?

I've never taken the time to chase down the exact date, but it probably happened in the early 70s. I base this on the fact that I have seen SB-401s, (made through 1975) with the smooth paint, but I have not seen any SB-101s (made through 1970) with it.

A Heath tech told me the change was made because the original paint was too expensive.

--

Chuck Penson
WA7ZZE

penon@sci.mus.mn.us
612.221.4510 voice
612.224.5092 fax
<http://comped.sci.mus.mn.us>

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Faraday

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: Heath SB Series Cabinet Paint Change
Message-ID: <199609261609.LAA29472@dlep1.itg.ti.com>

At 09:04 AM 9/26/96 -0500, Chuck Penson wrote:

>Witmerjr@aol.com wrote:

>>

>> Hello,

>>

>> Can anyone give me an idea of when Heath changed the "SB" series cabinet
>> paint from the original sort of wrinkle light green to the almost smooth
>> slightly different color green?

>

>I've never taken the time to chase down the exact date, but it probably
happened

>in the early 70s. I base this on the fact that I have seen SB-401s, (made
through

>1975) with the smooth paint, but I have not seen any SB-101s (made through
1970)

>with it.

>

>A Heath tech told me the change was made because the original paint was too
>expensive.

I can provide a couple of additional data points for you, Chuck. The SB-102
kit I bought in mid 1972 had the wrinkle paint as did the SB-220 kit I
purchased in 1975.

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: jkh@lexis-nexis.com (John Heck)
Subject: Heathkit C-3 Condensor Checker Manual Needed

Message-ID: <9609251503.AA27431@beans.lexis-nexis.com>

Last weekend I picked up a Heathkit Model C-3 condensor checker in nice condition. I do not yet know if it is working or not but I sure could use a copy of the manual. If any of the group have such manual perhaps we could work out a deal for a copy. Thanks a bunch.
John Heck, KC8ETS
Dayton, Ohio
jkh@lexis-nexis.com

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Karl Verren <kn6cw@hughes.net>
Subject: Heathkit SB-400, SB-300, SB-303 and SB-313 parts
Message-ID: <19960927015843.AAA4839@[205.139.35.229]>

Greetings to all,

I am trying to finish some long standing projects by finding repair parts. I would like any help available with the following items:

SB-400.....LMO and Dial drive assy.
SB-300.....All (the set) oscillator crystals and 2
filters(3.75khz AM filter and the 400cps CW filter)
SB-303.....Looking for the whole set to match up with other
Heath sets.
SB-313.....Mode switch parts or a whole parts set

I am willing pay any reasonable price or possibly trade other BA parts.
Thanks in advance to all whom might be of assistance.
Karl Verren
KN6CW
Mojave, CA.

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Watts Industries Canada Inc." <mann@idirect.com>
Subject: Hewlett Packard 400 ACVM schematic needed
Message-ID: <01BBABDD.6F817DA0@chaosnet20.idirect.com>

As the title says, I need a schematic and voltage chart as I recently adopted a pair of these for my BA bench. Can anyone help out? Will cover all costs.

TIA
Charles Mann
mannnc@idirect.com

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Steve Byan <steve@hi.com>
Subject: Re: HP 5532
Message-ID: <v03007802ae6f0344272e@[140.243.30.128]>

Morris Odell asked
>Back from a short vacation and I have found a HP 5532 counter
>(nixies) available here for not too much. Does anyone know anything
>about these such as what type of technology they use, how accurate,
>what sort of clock they have etc etc...

The 5532A is a solid-state 1.2 MHz 6 digit counter. I don't know what's inside; it may be discrete transistors or maybe RTL IC's. The time-base is a 1 MHz xtal osc. The spec'd aging rate is "+-2/10⁷/month", whatever that means. The frequency range is 2 Hz to 1.2 MHz. Sensitivity is 0.1V RMS. Input impedance is 1 Mohm/50 pf.

In 1968 the list price was \$1350.

The 5232A is the same except that it uses a row of neon bulbs instead of nixie tubes and cost \$100 less.

Regards,
-Steve

Steve Byan	internet: steve@hi.com
Hitachi Computer Products (America), Inc.	
1601 Trapelo Road	phone: (617) 890-0444
Waltham, MA 02154	FAX: (617) 890-4998

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Morris Odell <morriso@vifp.monash.edu.au>
Subject: HP 5532
Message-ID: <199609252322.JAA23494@vifp.monash.edu.au>

Hi all,

Thanks to all those that replied to my query regarding this semi-BA. It's obviously not as appealing as I thought and I'll be letting it

sit with the (unduly optimistic) vendor!

73

Morris Odell VK3DOC Melbourne, Australia
morriso@vifp.monash.edu.au
<http://www.vifp.monash.edu.au/CFM/staff/mo.html>
Waffling for myself and not my employer.....

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: BEN NOCK <106312.1035@compuserve.com>
Subject: Military BA gear
Message-ID: <199609251446_MC1-9D2-F2E6@compuserve.com>

Hi, I am a collector of military BA gear and would be most interested to hear from any others of such ilk !!

I have a few sets in the collection already but am always interested in getting more, either buying outright, or swaping for British sets etc. So if you have any military BA to clear out, do let me know.

If anyone wants a particular British set, I might be able to locate it, at sales and car marts that we have here quite often.

I look forward to hearing from any interested parties.

regards, Ben Nock, G4BXD.

BEN NOCK, G4BXD, MILITARY WIRELESS IN THE MIDLANDS
MEMBER MILITARY WIRELESS AMATEUR RADIO SOCIETY, MEMBER DUXFORD RADIO
SOCIETY

MILITARY VALVE & VINTAGE COLUMN - PRACTICAL WIRELESS,
CONTRIBUTOR TO SWM, HRT, CQ & MV MAG

PACKET: G4BXD @ GB7TCM.#24.GBR.EU
INTNET: 106312,1035@COMPUSERVE.COM

"REAL RADIO GLOWS IN THE DARK"

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: douga@rosevax.rosemount.com (Doug Arntson)
Subject: Misc FS
Message-ID: <199609251638.LAA06751@scar.frco.com>

I am doing a little shack cleaning and have a few items for sale:

1. National NCX-D MARKII DC/DC mobile power supply. 12 volts input, 700, 280, -80, 12 volts DC out. Size: 7 x 4 x 5 in. It worked when I checked it out with no load. I assume it was used to power some old National BA radio mobile. Probably could be used with a variety of other radios as well. \$50 shipped.
2. Ameco CB-2 & mating PV preamp. I assume its a 2 meter converter for use with a HF radio. Electrical condx unknown. Has all the tubes, cables, connectors. The converter uses 3 tubes and has a 45.6667 MHz crystal. The preamp has a 6cw4 nuvistor. The copper chassis/cases are still shinny. \$40 shipped or trade for the companion 6 meter converter.
3. Eico 710 grid dip meter. Works and in excellent shape. Complete with all coils from 400 KHz - 280 MHz. Powered from 110 VAC. No manual. \$50 shipped.

Doug WB0HRX
douga@rosemount.com

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: dvorkin@pcs.mot.com (Vlad Dvorkin)
Subject: RE: Old receivers training/service literature
Message-ID: <199609261327.JAA08274@iron65.pcs.mot.com>

Attention all who replied on my posting a few days ago,

I will send the two volume set (Navy Pier, 1944) to Russ, W2DYY who presented a strongest case and replied right away.

Please note that materials represent more historical value and on a smaller scale a technical one.

I am not sure that copies will be very readable but Russ is willing to try to make and provide copies to others. (He works for Xerox !).

He can be contacted at : Russell_Schroeder@xn.xerox.com

Regards,
Vlad
KB9OLM
ex. UA3ACR

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996

From: JIM_ALLEN@HP-Cupertino-om5.om.hp.com
Subject: Paint on Ladder Line
Message-ID: <H000030e06337281@MHS>

Item Subject: cc:Mail Text

I have the old dipole with center fed ladder line. It's the typical 450 Ohm stuff. I'm having my house painted this weekend. The question is if they paint the ladder line with latex house paint, will it effect the performance of the antenna? I run full legal AM on it.

Thanks in advance.

Jim

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: Re: Paint on Ladder Line
Message-ID: <Pine.GS0.3.93.960926182927.14916A-1000000@iglou2>

> The question is if they paint the ladder line with latex house
> paint, will it effect the performance of the antenna? I run
> full legal AM on it.

Not after it dries. However, if you use that poka dotted type paint, it could affect CW.

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: paul Veltman <veltman@netcom.com>
Subject: Re: Paint on Ladder Line
Message-ID: <Pine.3.89.9609261606.A14800-01000000@netcom15>

On Thu, 26 Sep 1996, Steve Ellington wrote:

> > The question is if they paint the ladder line with latex house
> > paint, will it effect the performance of the antenna? I run
> > full legal AM on it.
>
> Not after it dries. However, if you use that poka dotted type paint, it
> could affect CW.

It depends on the color of the polka dots. Remember that black absorbs and white reflects, so if you use paint with the black dots, you will lose the dits when you transmit CW. Of course colored polka dots will attenuate the dits at various levels, while you are perfectly safe with white dots.

Now, there's something that none of you will find in any engineering text.

Paul WA6OKQ

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: QRP with tubes
Message-ID: <199609261103.HAA13773@user2.mnsinc.com>

Hi guys!

I was wondering if anyone here is interested in building /
resurrecting small QRP tube CW transmitter(s)?

There is a small group of us corresponding about such things via an
e-mail cc: list - If you'd like to join us in chatting about these
things drop me an e-mail.

Several guys are going to build such this fall/winter and maybe try
to sked on the air, others are resurrecting old homebrew tube QRP rigs
that they built years ago, and still others are just trading stories
about such experiences.

E-mail to AF4K by replying to this
(bry@mnsinc.com)
Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: QRP with tubes
Message-ID: <Pine.GS0.3.93.960926052257.26480G-100000@uhunix5>

On Thu, 26 Sep 1996, Brian Carling wrote:

> Hi guys!
> I was wondering if anyone here is interested in building /
> resurrecting small QRP tube CW transmitter(s)?
> There is a small group of us corresponding about such things via an
> e-mail cc: list - If you'd like to join us in chatting about these
> things drop me an e-mail.

Hi Brian,

The Glowbugs email list was created exclusively to combine tubes and QRP; Bob Keys and some others are active on it. To sub, email to: listproc@theporch.com and only write: subscribe glowbugs <your name> and you'll be hooked up. Get your group on there so the two groups can join forces!

73,

Jeff KH2PZ / KH6

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996

From: Bob Marsh <bmarsh@hicom.net>

Subject: R-390 & Johnson 250-39 T/R switch

Message-ID: <32499E48.348@hicom.net>

Hi All,

I've received several messages re: my post on the R-390. I haven't replied to anyone yet, but your messages are on file. I'm still trying to decide if I want to restore it or not. I should know something by next week, after I check it all out.

One of the messages I received suggested I remove the meters and modules and wash the sucker down. It does sound radical, but it'll probably work. The only problem is, he lives in TX, where he can just leave it out in the sun to dry. There's no way my XYL's gonna let me put this baby in the OVEN! If I just kept it indoors, with a fan blowing on it, maybe..... Anyone else ever tried this (or similar) methods?

I just got a Johnson 250-39 T/R switch that needs rebuilding. I'm looking for a copy of the schematic and parts list with values for it. I'll be more than happy to reimburse copying, postage, etc. costs. I would also appreciate a source for a replacement transformer for it.

Thanks for the help.

73 de Bob/KB2SGM

--

Bob Marsh - KB2SGM <bmarsh@hicom.net> NJ-QRP #39 QRP-L #724.

CW, QRP, Homebrew & Boatanchors - What a Mix

"Jeez, is it REALLY supposed to do that?"

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996

From: bill@skeeter.frco.com (William Hawkins)

Subject: Re: R-390 & Johnson 250-39 T/R switch
Message-ID: <9609252205.AA00876@skeeter.frco.com>

Well, the Texas temperatures may be high, but so's the humidity (at least, that's true in Austin). Haven't washed a 390 class BA yet, but I was amazed at how much water I got out of a Tek 535 with a little compressed air from a spray painting outfit (40 PSI max). Smaller BA's can be held up and shaken. I wouldn't just air dry anything after dousing it in water. The results are well worth the trouble, though.

Regards,
Bill Hawkins

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: gpewitt@execpc.com
Subject: Re: R-390 & Johnson 250-39 T/R switch
Message-ID: <Chameleon.960925181622.gpewitt@execpc.com.execpc.com>

With high humidity you may find that some of the water is coming from your air compressor. Drain the tank frequently. Painters use a water trap to avoid ruining the paint job.

On Wed, 25 Sep 1996 17:05:20 -0500 (CDT) William Hawkins wrote:

>Well, the Texas temperatures may be high, but so's the humidity.

>

>Regards,

>Bill Hawkins

>

Name: Gary Pewitt N9ZSV
6120 W. Calumet Rd. Apt 204
Milwaukee, WI 53223
414 355 8147 Home 414 297 4307 Work
E-mail: gpewitt@execpc.com
From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Michael Crestohl <mc@shore.net>
Subject: R-390A MWO Question???
Message-ID: <199609270200.WAA14427@northshore.shore.net>

Hello All Heavy Metal Enthusiasts:

Here's one for the R-390A mavens:

Looking at one of the R-390As I've acquired over the years I see it has a Modification Work Order performed to it and am very curious as to what it is for.

The number stamped on the front panel of the receiver is:

MWO 11 5820-294-35/2

There is an added right-angle bracket to the rear panel above the right-hand terminal strip. The bracket consists of three BNC feedthru connectors and a 3-pin male connector. The BNCs are labelled J5, J6 and J7. The bracket is labelled MANSON C374-001-000.

Inside there are some differences from the unmodified R-390 and could trace them out.

Does anyone know more about this MWO?

73,

Michael Crestohl, KH6KD/W1 (W1??)
mc@shore.net

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: "Morton L. Denison" <mdenison@postoffice.ptd.net>
Subject: R-390A Spares
Message-ID: <324A259D.183@postoffice.ptd.net>

For Sale: Several R390A I.F. modules complete with all tubes including ballast. Completely aligned two years ago and stagger tuned. Mechanical filters have trimmer caps. \$150.00 + shipping. Also one non-Collins VFO with end points set. \$75.00 + shipping.

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: R390 Recurring Resistor Problem
Message-ID: <199609251521.KAA23194@dlep1.itg.ti.com>

Has anyone else ever noticed that once gremlins get hold of a boatanchor, they don't let go unless forcefully driven out. That's what's been happening with my R390. I've been chasing the gremlins around but not yet out. They're not major gremlins, mind you, just little ones which jump from one circuit to another disabling the circuits as they go. I suppose I should have expected this since the R390 came to me as a "parts" unit, but

even so, it's a little annoying.

The errant power wiring, the broken slugs, the reconstituted PT0, the new knobs, the new power cable and the frequency hopping 5649 weren't enough to contend with.

The latest problem involves ferocious hum, overvoltage and the power regulator. The first thing I checked was tubes and sure enough, the 6082's were bad (not one, both!). According to the Hickok 600A tube tester one of the dual triodes in one 6082 wasn't functioning at all and both sections of the other 6082 were weak. Hmmm..., I coulda sworn those checked good on the tube tester just a few weeks ago. Fortunately I'd already picked up a couple of spares, so in they went. Unfortunately, the new 6082's didn't help a thing. The 5651's sure were pretty with the fire in 'em dancing around like that. Changing the 5651's didn't help a thing, either.

Next, I checked the pesky 47 ohm 2-watters. They all checked fine. Then all the other resistors and capacitors in the regulator were checked. I pulled the 6082's out to see if the output could possibly be shorted to a higher unregulated voltage. Nope.

Things didn't make much sense until I went through the schematic component by component. Finally I spotted it, a 1-watt 82 k resistor (R616, I believe) hooked to the screen of the 6BH6 in the regulator but located on a circuit board on the other side of the chassis with the audio stuff. It was marked 82 k and physically looked just fine but ohm'ed out as infinite. It's companion, a 56 k resistor (R617) which combined to form a voltage divider looked kinda scorched but it ohm'ed just fine.

On close inspection, it was apparent that R616 had been replaced once before, indicating this component as a two time offender. Hmmm..., I wonder if other R390's have had this problem?

I put in a temporary fix with paralalled 1/2 watt resistors and fired the R390 up. The hum was gone and the voltage regulated but no signals. None, Nada, Nyet!

The deafness was due to a failed 3TF7! Evidently, I chased the gremlins up chassis and they destroyed the 3TF7. Heh, heh, I knew what I was gonna do when this happened. (That 3TF7's about the frailest looking tube I've ever seen!) Being without a spare 3TF7, I opted to install 12BA6's in place of the two 5649's and to install a jumper in place of the 3TF7. I even clipped pins off the dud 3TF7 and plugged it back in; cosmetic perfection and the jumper firmly held in place.

Now, to sit back and enjoy the fruits of my labor... What the heck? Where'd that intermittent buzzing come from? Why, the regulator's breaking out of regulation!

Be gone, you nasty gremlins! Hmmm..., I wonder if that ugly looking R617 is playing a part in this? To be continued...

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Dave Metz <metzd@cfw.com>
Subject: Re: R390 Recurring Resistor Problem
Message-ID: <2.2.32.19960925235755.006d0fe8@milo.cfw.com>

Ben-- and others on this esteemed list

>On close inspection, it was apparent that R616 had been replaced once
>before, indicating this component as a two time offender. Hmmm..., I wonder
>if other R390's have had this problem?

I haven't observed this but you might check the following related component which will drive the control circuit bonkers. When its running good, the hum balance will make the scope go totally flat looking for hum when sampling at the 180V check point.

I would recommend that those of you who have the 390 replace the 100pf cap coming off the 6082 to ground --C607 a mica. Looking at the bottom with the 8082 socket bases in the upper left corner, its just below them behind the bulkhead . In 7 audio modules that have passed my way, two of them were leaky and that seems like a high percentage. I suspect the intense heat of the red hot 6082's causes this though I cannot understand heat making a mica fail.

Another possibility for hum:

I also had a cranky 12AT7 with a heater cathode problem-- V602. This got solved with the substitution technique as the tester didn't pick it up.

One "addition", I make to the 390's is to add a 3" muffin fan in front of

the 6082's. In the final engineering report, the military knew in the 50's that these ran too hot so that's good enough for me to try to help the heat problem. If one removes the big round 'lytic behind the front face and replaces it with modern vintage replacement , there is plenty of room. If you use a 110v fan and about 1.2 mfd of capacitance in series with one of the leads, this will slow the fan down so you cannot hear it run at all.

73's dave

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: dgibbs@rational.com
Subject: RE: R390 Recurring Resistor Problem
Message-ID: <Chameleon.960926070955.dgibbs@>

On Wed, 25 Sep 1996 10:24:10 -0500 (CDT) Bill Sorsby wrote:

>
>The latest problem involves ferocious hum, overvoltage and the power
>regulator.
> ...
>Things didn't make much sense until I went through the schematic component
>by component. Finally I spotted it, a 1-watt 82 k resistor (R616, I
>believe) hooked to the screen of the 6BH6 in the regulator but located on a
>circuit board on the other side of the chassis with the audio stuff. It was
>marked 82 k and physically looked just fine but ohm'ed out as infinite.
>It's companion, a 56 k resistor (R617) which combined to form a voltage
>divider looked kinda scorched but it ohm'ed just fine.
>
>On close inspection, it was apparent that R616 had been replaced once
>before, indicating this component as a two time offender. Hmmm..., I wonder
>if other R390's have had this problem?

>
Bill,

YES! I have had VERY SIMILAR problems with three different AF Decks from the R390/R391/R389 (Non-'A'). In my case, R-625 and R-626 have been the culprit. The symptom of the problem was that initially, when the receiver was first powered on, the hum would be minimal; but as the set continued to warm up, the hum would get worse until it was quite objectionable.

While this is happening, measuring the B+ shows that it gradually drops as the receiver warms up until it settles down to around 135 Volts, if I remember correctly. Also, during this time, the glow of the 5651s gets dimmer and dimmer.

On most of my AF Decks, R-625 and R-626 definitely had been replaced before. I replaced them and upped the wattage by a factor of 4 or so.

These resistors, and those 470hm two watters on the 6082s are definitely a trouble prone area on these receivers, in my experience!

Dennis Gibbs
dgibbs@rational.com

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: "Mark J. Blair" <mblair@gruumsh.irv.ca.us>
Subject: Re: R392 Questions
Message-ID: <199609260335.UAA01283@gruumsh.irv.ca.us>

> minor wear affect the selling price? Someone painted the frequency
> cover and meter cover bright blue and painted the screws white! Were
> these covers originally the same OD color as the rest of the radio?

Eek. Talk about demilitarizing the radio.... :-)

The screws that hold the case shut should be OD, as well as the screws which mount the frequency display cover and glass. The four mounting screws for the meter should be flat black, and the knob mounting screws are all unpainted. The external metal plate that holds the frequency display glass in place should be OD, and the internal metal bezel over the frequency display wheels should be flat black. The meter should be flat black; I think the original is black bakelite, without paint.

I paid \$110 for my R-392. Its paint was scuffed around the edges, but it was otherwise in good condition. It was functional when I got it, but it needed about \$50 worth of tubes and a new RF transformer before I was satisfied. Considering this radio's condition and the usual prices I see for these things, I think I got a pretty good deal.

I don't think normal wear and tear on the paint should affect the price much, unless the wear is very bad or the paint is absolutely perfect. Anything in between is normal for a surplus green radio, IMHO.

At the last couple of swap meets I attended, I saw a guy asking \$300 for an R-392. Externally, it was in excellent condition, except for a deep paint scrape on the frequency meter cover. The dial zero knob

felt a little bit funny, too. He justified the price by pointing out that it included a power plug and speaker.... Oh, yeah, that makes it worth it! (NOT!) :-)

--

Mark J. Blair KE6MYK
e-mail: mblair@gruumsh.irv.ca.us

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
Subject: rec.radio.amateur.boatanchors

See 16 September news.announce.newgroups for boatanchors call for vote.

Voting to be completed by October 6.

----- Forwarded message ends here -----

Dick Dillman
WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: "michael d. ferraro" <ferraro@ix.netcom.com>
Subject: rec.radio.swap problem
Message-ID: <199609260405.VAA07665@dfw-ix12.ix.netcom.com>

I subscribe to about 10 newgroups.....and up to about 1 week ago I had no problems getting output from rec.radio.swap. However, now when i click on rec.radio.swap there are no messages listed.....My isp is Netcom and after being on hold for 15 minutes i hung up so I don't know if something is going on at the isp level....

any help ?

73's de K6ZSR " Mike in Montecito "

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: Re: rec.radio.swap problem
Message-ID: <199609261103.HAA13779@user2.mnsinc.com>

K6ZSR "michael d. ferraro" <ferraro@ix.netcom.com> writes

> I subscribe to about 10 newgroups.....and up to about 1 week ago I had no
> problems getting output from rec.radio.swap. However, now when i click on
> rec.radio.swap there are no messages listed.....My isp is Netcom and after
> being on hold for 15 minutes i hung up so I don't know if something is
> going on at the isp level....

I have seen the same at 3 out of the 4 ISPs I have tried, sigh! These
guys have a REALLY hard time getting Usenet Newsgroups to work right!
Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: don merz <71333.144@CompuServe.COM>
Subject: Safe BA Shipping
Message-ID: <960925212929_71333.144_DHB56-1@CompuServe.COM>

The dirty "shipping" subject rears its UGLY head...
For better or worse, I have discovered the secret to successful boatanchor
shipping. I have posted it hear before but I repeat myself for the benefit
of those who may be in need.

The key to safely shipping any boatanchor is SHEET STYROFOAM. Use a sturdy
box that looks WAY too big. Put a thick sheet styrofoam layer on the bottom
and a thinner layer around all sides. Now bag the BA and gently lower it
into the lined box. Now fill the left over spaces with a)more sheet styrofoam,
b)tightly-packed styrofoam peanuts, or c) bubble wrap. Do not use newspaper
since it is useless. The box flaps should be very difficult to close so that
the ends meet. If it isn't then the box does not have enough packing in it.

That is really all there is to it. A winner every time. The R390A is actually
a pussycat to ship if you follow one simple trick: Pull the power supply
module and ship it separately. That lowers the weight just enough that UPS
dropsies won't cause it to hurt itself if packed according to the guidelines
above.

I have shipped every BA you can imagine using this method from 5100B's to
Collins 212 radio station consoles. SHEET STYROFOAM is the BA lover's

best friend.

73, Don

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: Re: Safe BA Shipping
Message-ID: <199609252217.SAA14733@user2.mnsinc.com>

So Don - WHERE do you get that SHEET STYROFOAM stuff from?
Thanks - Bry
Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Dan Martin <dmartin@visuallink.com>
Subject: Re: Safe BA Shipping
Message-ID: <3249C5A6.7A13@visuallink.com>

don merz wrote:

>
> The dirty "shipping" subject rears its UGLY head...
> For better or worse, I have discovered the secret to successful boatanchor
> shipping. I have posted it hear before but I repeat myself for the benefit
> of those who may be in need.
>
> The key to safely shipping any boatanchor is SHEET STYROFOAM.
> 73, Don

I second everything Don says, sheet styrofoam IS great, and add one more:
get some 1/4 Lauan (sp?) plywood and cut out sheets for a snug press-fit
against the bottom and all four sides of a double-wall thickness shipper.
Then put in your sheet styrofoam next to this. You then have a composite
exterior shipper wall with the Lauan veneer against the outside shipper
wall, adding immensely to the unit's structural rigidity and making it
"almost" puncture proof. This stuff is sold in 4x8 sheets and is commonly
glued down over a subfloor as a smoothing surface before laying down
vinyl flooring, etc. It is light, cheap, and cuts easily. The usual
double boxing, spacing, and peanuts/bubble wrap applies.

73 de Dan
WB4GRA

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: berg stephen erik <z931086@corn.cso.niu.edu>
Subject: Re: Safe BA Shipping
Message-ID: <Pine.3.89.9609251956.B10721-0100000@corn.cso.niu.edu>

Building shipping crates and padded cells for our prize items are a great idea, but I have seen too many instances where a noted company (it rhymes with oops) has demolished even specialized shipping containers. They have courteous deskclerks, and their drivers obviously value on time arrival judging from their lead footed rocketing through my residential neighborhood, but all of this fine corporate culture is to no avail if the parcel arrives and the contents are pulverized. I recently had a scope show up that was heavily wrapped in bubble pack, put into a large sturdy box, and packed in peanuts. It had been dropped so hard that the box was misshapen, the power transformer was pushed back by at least 3/8 of an inch, bulging the back panel by a similar amount, and the crt was broken in half. One should not have to encase a boatanchor in plastic foam inside a Sherman tank to ensure safe transit. The company needs to value the integrity of the shipped item as much as speed of delivery, and only a substantial loss of business to a more careful competitor is going to get that attitude instilled. Does anyone here have any data on RPS?

my \$0.02 worth,

Steve WA9JML

z931086@corn.cso.niu.edu

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: john <johnmb@mindspring.com>
Subject: Re: Safe BA Shipping
Message-ID: <2.2.16.19960925205216.28c7fd04@pop.ral.mindspring.com>

At 07:16 PM 9/25/96 -0500, you wrote:

>don merz wrote:

(good stuff about using foam)

>

>I second everything Don says, sheet styrofoam IS great, and add one more:

>get some 1/4 Lauan (sp?) plywood and cut out sheets for a snug press-fit

>against the bottom and all four sides of a double-wall thickness shipper.

>Then put in your sheet styrofoam next to this.

This is REALLY good advice. I had a MINT MINT MINT Valiant bagged, faced on all sides with styrofoam sheet cut out to conform to controls, and connectors on all sides, then cheap wall paneling (which can be

used as the reinforcer Dan describes above) applied snugly on all 6 sides of the foam... then the whole thing was placed in a tight fitting cardboard box. This box was placed in another, which was filled with peanuts to cushion the inner carton.

This allowed a VERY heavy, VERY bulky carton to survive UPS's best efforts, and to reward me with a beautifully preserved BA. I'm convinced that nothing less will allow big rigs to be shipped safely for any distance.

/John

PS: My Viking II arrived a couple years ago, via a UPS driver ROLLING the carton up my sidewalk, and into my house. The tinkle of broken glass was audible for quite a distance!

```
+-----+
|John Brewer          johnmb@mindspring.com      |
|WB50AU/4             AMI #24                    Clayton, NC |
|Vintage Gear web page: http://www.mindspring.com/~johnmb/ |
+-----+
```

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: dma@IslandNet.com (Jan Skirrow)
Subject: Re: Safe BA Shipping
Message-ID: <m0v6IAs-000VxFC@comm.amtsgi.bc.ca>

>The dirty "shipping" subject rears its UGLY head...
>For better or worse, I have discovered the secret to successful boatanchor
>shipping. I have posted it hear before but I repeat myself for the benefit
>of those who may be in need.
>
>The key to safely shipping any boatanchor is SHEET STYROFOAM. Use a sturdy
>box that looks WAY too big. Put a thick sheet styrofoam layer on the bottom
>and a thinner layer around all sides. Now bag the BA and gently lower it
>into the lined box. Now fill the left over spaces with a)more sheet styrofoam,
>b)tightly-packed styrofoam peanuts, or c) bubble wrap. Do not use newspaper
>since it is useless. The box flaps should be very difficult to close so that
>the ends meet. If it isn't then the box does not have enough packing in it.

I can't agree more. I had a recent shipment from Don that was as well packed as any I've seen. W.J. Ford in Ontario, also ships exactly the way Don suggests, and I've had many a heavy item with never any damage. And UPS had 2000+ miles in both cases to see what they could do!

Jan Skirrow, VE7DJX
dma@islandnet.com
Duncan, British Columbia

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: k7yha@juno.com (Richard H. Arland)
Subject: SB-100/101/102 Info
Message-ID: <19960926.011527.4431.8.k7yha@juno.com>

Again, many thanks to the horde that responded. Boy, there sure is a lot of people out there who collect Heath stuff.

Personally, I think that the 101 is the better of the BAs....actually the 102 can't REALLY be considered a BA due to the sand-state LMO. Will swap out the RF and 1st mixer tubes as several have indicated.

Amazingly the rig works. Had it fired up last nite and get about 60 watts output. Low modulation level, though....might be the mic or a weak tube in the audio section.

Hey, that's the fun of this BA stuff.

73 rich K7YHA

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: k7yha@juno.com (Richard H. Arland)
Subject: SB-303/401 Pricing
Message-ID: <19960926.011527.4431.7.k7yha@juno.com>

Many thanks to all the folks who responded.

Overwhelmingly the consensus was that the \$125 range was about right considering the non-working receiver.

Will approach the dude tonite and see what he says.

Wish me luck!

73 rich K7YHA

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: "Thomas A. Adams" <103360.2133@CompuServe.COM>
Subject: SB-620 manuals are on the way!
Message-ID: <960926184304_103360.2133_JHL143-1@CompuServe.COM>

Greetings, Troops.

In today's episode of SUPERHAM, we our hero, K9TA, staggering to the post office under the weight of a rather large box of illicitly made xerox copies of the manual for the Heathkit SB-620 scope!

A paper shortage, combined with a work overabundance, conspired to delay mailing, but the wait is almost over. Tom just wishes he'd had access to the collating machine; doing 26 copies of a 70-odd page manual by hand is a bit of a pain!

Some of the paper used is a bit odd; some is margin punched for 3 ring binders, most is plain, but the job's FINALLY done!

A few folks who wanted copies didn't send addresses. The copies are waiting to be mailed. I need snailmail for the following;

William Robbins
Peter Brickley

A gentle reminder;

Some folks who got manuals haven't reimbursed me for postage yet (hint, hint).

There are a couple of other manual requests besides the SB-620 books that I haven't dealt with as yet. Please be patient; we're working on it.

73's,

Tom, K9TA

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Shamed by the List/ 7 pin tube sockets
Message-ID: <UPMAIL03.199609252349480532@msn.com>

Hi Gang, I sent this late last night, but misspelled porch, go figure. At any rate.
Great feelings here in the slums of West Houston. God did I get responses

from everyone about an inferred need for a 7 pin tube socket. I really didn't plan to glue as found one the next day at work in some old equipment. If I had accepted all the offers from the list I could have been the tube socket Baron of the SouthWest. Many Thanks to All.
Got the sucker in last night and all seems well. Still drifts for about 20 minutes, but thats with the case off and a ceiling fan and floor fan running. It will stabilze after that. I got to remember the manual states that if you don't leave it on all the time it will take 30 minutes to stabilize.
Now I believe the manual.
Thanks to everyone
Al
fritsche@msn.com

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: Sheet Styrofoam
Message-ID: <Pine.GS0.3.93.960925210135.24370A-100000@iglou1>

can be purchased at any building supply store. It's used for insulating houses. Even the old black celotex stuff, although heavier, would do a good job protecting a rig and is cheaper. I believe Kmart sells a thin sheet of white foam in 4x4 sheets about 6 to a package. One may be able to pick up some free foam around a building site too.

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: k1zat@dsport.com
Subject: Re: Sheet Styrofoam
Message-ID: <Pine.GS0.3.95.960925215810.23411A-100000@puff>

I've seen them at Lowe's and Hecingers here in Maryland.

jd

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: wi2p@VNET.IBM.COM
Subject: Shipping via RPS
Message-ID: <199609261311.IAA00443@uro.theporch.com>

I have only had two items shipped via RPS, both from the same company in Florida. It was heavy machinery for use in an automotive repair shop. The

aborigine said as he beat on the blasting cap box with a club...)

Don't recommend this for the faint-hearted, as that "oil" is probably loaded with PCB's. Don't try this in your kitchen, kids, and then go make a sandwich to celebrate!

The paper liner covers the entire inside, with holes to allow wires to get to the terminals. Once the oil & cover were gone (and I was able to pry out the cardboard), I could see the capacitor with a cardboard tube lying alongside (parallel). The tube was undoubtedly to prevent the cap from shifting.

Looks like I can now clean the can, unsolder the wires from the terminal lugs, and solder in an axial-lead (or even disk) cap of the same value, and re-mount in a chassis. It won't have a bottom plate, but you can't *see* that when it's in place. <grin> So, the bottom line is that it's feasible, but a real pain to do and probably accompanied by fairly serious health risks as well. Better have the gloves, plenty of Kleenex for mopup, and a large plastic bag handy for disposal. I clamped the terminals (on top of the can) in a vise to hold the piece upside down while working with the big solder gun. Be sure to drill large holes -- don't want hot oil being blasted out the holes into your face.

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: dma@IslandNet.com (Jan Skirrow)
Subject: Re: Small "bathtub" paper caps in BA's
Message-ID: <m0v6QoK-000VwkC@comm.amtsgi.bc.ca>

>Jan (& the gang): Per your question, I opened up one of those
>rectangular bathtub paper caps with mounting ears tonight. It was an
>Aerovox 600V 0.1 uF single-section job with two terminals (no ground to
>case).

Well Ray, you lead the way!

I tested one of these hermetically sealed caps in my halli S-36 and found it was in good shape. What I had intended to do if it wasn't, was to use my Dremel tool with a small cutting disk to cut around the bottom plate. I thought that I could get it off, and then be able to soften whatever it was potted with and remove it in one lump. But that pleasure will have to wait, I guess.

I'd decided to go to this trouble, if needed, mostly because there is no really good way to replace these caps with axial lead versions without drilling holes for a new terminal strip - which I really didn't want to do.

BTW, my "Tabular List of Replaceable Parts" that came with the S-36 provides a complete electrical and mechanical spec for these caps (or at least the .05 x 600vdc ones in this radio) and specifies a maximum leakage of 0.5ma at the rated voltage. I would normally have replaced it if it had shown anything even close to this leakage, so this was interesting info. Also, the black micamolds that all had to be replaced are specified as paper caps in a molded paper case. So while I thought the case was some kind of plastic, it seems to be more like an impregnated paper item, not unlike an asphalt roof shingle! No wonder they didn't seal against moisture around the wire leads.

Jan
dma@islandnet.com
Duncan, British Columbia

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: Re: Small "bathtub" paper caps in BA's
Message-ID: <Pine.SUN.3.94.960926182609.19398A-100000@coyote.rain.org>

Actually, I'd expected to find wax instead of oil, and at first thought it was melted wax bubbling up out of the holes. But after a bit I realized the stuff was too thin to be melted wax. I suspect that all you'd accomplish would be to dull and/or break that little Dremel circular saw. One of those thin abrasive disks might do better -- I've used them to cut off potentiometer shafts to get 'em down to a reasonable length, then bevel & deburr the end with a file. (Found out that a hacksaw does an acceptable job of putting in a screwdriver slot, too. <grin>)

I suppose that a small torch (MAPP gas, etc.) would melt the seam solder faster, but it would probably also destroy any painted-on markings on the case. On the single cap I did, the markings were stamped into the case so there's no way to know if the big gun will present the same problem.

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Spencer Petri <spetri@e-tex.com>

Subject: SOLD: SWAN 250
Message-ID: <m0v6IN5-0002G2C@e-tex.com>

Thanks guys, it's a goner.

73 de Pete WA5JCI

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: george.rybicki@lerc.nasa.gov (George Rybicki)
Subject: Sp600 ?
Message-ID: <v01510107ae703d21e208@[139.88.134.25]>

I am a new SP-600 owner with a few questions. My SP is has no extra red knobs. I guess this means it is not a JX-17. It has the 6AC7 xtal oscillator tubes so I guess it is an earlier model, but by what do you identify it, ie JX-?. Other puzzling features include an extra toggle switch near the IF out jack on the back, whats it for?, and a larger than usual speaker output terminal board with agc terminals and and a tubular capacitor from one of them to ground, I guess this sets the time constant but its not pictured or described in my manual. Any ideas?

Thanks in davance for the help. George

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: "B. D. Hall" <BDHall@ghgcorp.com>
Subject: Re: Sp600 ?
Message-ID: <324AA539.332@ghgcorp.com>

George Rybicki wrote:

> I am a new SP-600 owner with a few questions. My SP is has no extra red
> knobs. I guess this means it is not a JX-17. It has the 6AC7 xtal
> oscillator tubes so I guess it is an earlier model, but by what do you
> identify it, ie JX-?. Other puzzling features include an extra toggle
> switch near the IF out jack on the back, whats it for?, and a larger

Hi George and list... My limited knowledge of SP-600's tells me that the model and any suffix's like JX-17 appear on the name plate attached to the tuning and bandswitching cavity. Both my SX-17's have plates stating that they are SP-600's and then a blank spot stamped JX-17. I don't know if the red knobs mean anything. I recently got to see a JX-1, JX-17, JX-21,

and a couple of military versions all next to each other, and the JX-17 was the only one with small red knobs. Any you H'lund fans know iff (if and only if for you non math types) the JX-17's have the red knobs? The 6AC7 does suggest an earlier unit, as both of my JX-17's have 6AH6's in that spot, but the replacement unit I got from Dee Almquist has a 6AC7.

Anyways, been enjoying the heck out of the SP-600-JX-17 I recently brought home. It and the R-390A are my two favorite receivers at this time.

Thanks and 73,
Ben

--

* Benjamin D. Hall, Houston Texas *
* BDHall@GHGCorp.com BHall@GP802.jsc.nasa.gov *

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: Sp600 ?
Message-ID: <Pine.ULT.3.95.960926105134.29743A-100000@admin.aurora.edu>

On Thu, 26 Sep 1996, George Rybicki wrote:

> I am a new SP-600 owner with a few questions. My SP is has no extra red
> knobs. I guess this means it is not a JX-17.

Mine is a JX-6 and has no red knobs (are you talking about the crystal knobs)? Mine has a black knurled metal knob for the xtal selector and the other one is aluminum - not matching, so possibly neither one is original, I would like to know myself.

The model should be on a metal tag on top of the tuning capacitor housing. As to the rear terminals, They are probably the AGC terminals (IN/OUT) and 2 of them are probably jumpered. This was probably of use in the diversity mode when using 2 receivers.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: WPUL1130@CONCENTRIC.NET (LLOYD A. SCOTT, JR.)
Subject: Stupid Question
Message-ID: <324c6ea3.2695739@SMTP.CRIS.COM>

Hi Gang: Being a BA collector I should know the answer to this very important question. I know this will provoke "undue Flame" however one reply will do: On the Mil BA ID tags "PHILA" (xxxx-PHILA-xxxx) appears, what does PHILA mean?? Thanks and consider me punished.
Lloyd Scott

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: Re: Stupid Question
Message-ID: <Pine.SUN.3.94.960926184938.19398B-1000000@coyote.rain.org>

A legion of instructors down through the years have responded:

"The only stupid question is the one you didn't ask!"

The Signal Corps did its procurement through a number of offices during WW2. You'll find early SCR-274-N contracts bearing "xxxx-NY-41", indicating this was done by the New York office. That group later moved to Philadelphia, hence the "-PHILA-" on many id plates. The Air Corps began buying their own gear part-way through the war, and the "-WF-" designator stands for "Wright Field" (now Wright-Patterson AFB). You may also find a few marked "-DAYTON-", if my flaky memory is still working, but you'll have to really hunt to find 'em.

73.....Ray Mote, K5FKT <rmote@rain.org>

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: jschwart@ix.netcom.com (John Schwartzberg)
Subject: TCS Info
Message-ID: <199609261440.HAA07259@dfw-ix9.ix.netcom.com>

Hey Gang:

I understand that I am about to become the beneficiary of a doantion of a TCS combo, consisting of a COL52245 XMTR and a CHP46159 RCVR. Understand that the XMTR is a TCS-12 and the receiver a TCS-13. It sounds like the power supply is not with the other boxes. Now you all know everything I know about these units.

Who out there can hep me with:

1) Manuals, or copies thereof, for these boxes, and for the power supply

and associated accessories;

2) General information about the TCS sets.

Not sure what I'm gonna do with these beasts, but hey, the price is right!

Thanks in advance, and

73,

John
NOGII

jschwart@ix.netcom.com

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: Tek blue paint
Message-ID: <199609260506.AAA23128@netcom19.netcom.com>

As Scott Robinson discourses

>
> Folks,
>
> Does anyone know a good match for Tektronix blue? Some twit painted the
> sides of my 310 black and if possible I'd like to restore it to its
> original color.
> Inow seem to be a three Tektronix household-310-316, and 2236. This does
> not count the RM16 with defunct CRT heater.
>
> The good news is that I can lift any of them without messing up my creaky
> back. Can't say that about those 5xx series things...

>
>
There are several "Tek blue" paints from various periods. My very early 310 has a blue hammertone on it. Later, Tek used a blue crackle paint from some period, then went to a flat blue, and I have seen at least two shades of this, as well as at least two shades of the blue crackle.

One paint that I have used that is a close enough match for Tek blue to be usable in a 100% repaint is Krylon 1904 Teal Blue. I have painted a couple of aluminum-case items (non-Tek) with it, and it looks as though it goes along with Tek stuff. I'd use it on a 310 repaint---it'll look like "fresh out of Hawthorne Blvd" (where most of the 310's were made).

I'm not sure when Tek switched to blue. The older Tek scopes, made in the 1947-55 period, were tan-grey, and I think the first Tek scope I ever saw (around 1951) was more of a haze grey crackle.

Also worth keeping in mind that Tek would paint scopes any color you wanted (your paint) and that there were special runs of scopes with painted front panels. I have a couple of early K plugins with silver grey metallic front panels and white-filled lettering.

The older 310's had a black bakelite back panel. The way to make one of these look really superb is to take it off, and polish out all the scratches. Refill any lettering that needs it with white paint, then shoot the whole thing with a coat of clear lacquer. The results are really stunning.

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: JOHN_SEHRING.parti@ecunet.org
Subject: TUBE TESTER ROLL CHART ERROR
Message-ID: <9609261731.aa10200@pcusa01.ecunet.org>

Could anybody help me with a schematic and alignment (such as the exact IF freq) for a Motorola table-top radio?

Model 55x11-A, has classic 5-tube AC/DC lineup: 12SA7, 12SK7, 12SQ7, 50L6GT, 35Z5GT.

Never fooled much with AC/DC sets like this before (just transformer-operated stuff). The presenting problem was set didn't play at all, no filaments on, pilot lite (#47) burned out.

So, I put a another #47 in, and poof! It goes out with a flash.

Just want to check the filaments, they all *test* ok & filaments shine nicely on an Eico 625 emission tester. But still no nuttin'.

Hmmm. Test them on a B-K 700 mutual transconductance type, what's this, 35Z5 now shows bad, filament dead cold.

Get out the old tube handbook--what's this? A rectifier tube (35Z5) with a *tapped* filament? It's just made to put a #47 across that part of the filament. A check with ohmmeter shows sure enuf, one part of the filament is open.

So the the full current of the whole string of tubes tried to flow thru the poor #47 bulb.

The Eico 625 rollchart has an error on it! The way it tells you to set things up for a 35Z5 bypasses the bad part of the filament. The other (good) part of thd filament had voltage applied to it it & glowed & the tube showed almost normal emission.

Huh. Nuttin's perfect.

-John Sehring (09/26/96 11:30 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: JOHN_SEHRING.parti@ecunet.org
Subject: TUBE TESTER ROLL CHART ERROR
Message-ID: <9609261731.aa10266@pcusa01.ecunet.org>

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From: JOHN_SEHRING.parti@ecunet.org
Subject: TUBE TESTER ROLL CHART ERROR
Message-ID: <9609261731.aa10273@pcusa01.ecunet.org>

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-John Sehring (09/26/96 11:30 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996

From: JOHN_SEHRING.parti@ecunet.org
Subject: TUBE TESTER ROLL CHART ERROR
Message-ID: <9609261816.aa14365@pcusa01.ecunet.org>

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So, I put a another #47 in, and poof! It goes out with a flash.

Just want to check the filaments, they all *test* ok & filaments shine nicely on an Eico 625 emission tester. But still no nuttin'.

Hmmm. Test them on a B-K 700 mutual transconductance type, what's this, 35Z5 now shows bad, filament dead cold.

Get out the old tube handbook--what's this? A rectifier tube (35Z5) with a *tapped* filament? It's just made to put a #47 across that part of the filament. A check with ohmmeter shows sure enuf, one part of the filament is open.

So the the full current of the whole string of tubes tried to flow thru the poor #47 bulb.

The Eico 625 rollchart has an error on it! The way it tells you to set things up for a 35Z5 bypasses the bad part of the filament. The other (good) part of thd filament had voltage applied to it it & glowed & the tube showed almost normal emission.

Huh. Nuttin's perfect.

-John Sehring (09/26/96 11:30 am MT @Baker, Montana) UCC wb2eqg

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Laird_Tom_N@90.deere.com
Subject: Tubes
Message-ID: <H00005a003a4dbb1@MHS>

Raymond....got the tubes in fine shape.

Thanks, Tom Laird WC9M Moline, IL.

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Emile Imberman/US/3Com
Subject: Tuner??
Message-ID: <9609262052.AA1518@hqsmtp2.ops.3com.com>

Hey,

So, the other day I was in a local Ham Store and found a Tuner that would match very nicely with my Drake TR3 Station. It is a Dentron Super Tuner Plus. I know we are not talking boatanchors here, but please indulge me on this as I have searched through all the pubs I have and no reference is ever made to the above critter. I want to know what the power handling capacity is and maybe even locate a copy of the docs. It kinda looks like it was a matching tuner to the Dentron GLA1000 series (sweep tube) amps, but I am not sure.

Let me know if you have any info. Thanks in advance.....

Emile_Imberman@3mail.3com.com

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: wb6zwc@ns.net
Subject: VOA
Message-ID: <199609262138.0AA08712@tomcat.ns.net>

Are there any members in or near Delano--The Voice of America???

Better yet are there any members that work at Delano?

I need some tube advice from them.

=====

Richard@Sacramento,Ca.

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Paul Thekan <Paul.Thekan@pgtp.varian.com>
Subject: W.S No. 19 Canvas Cover
Message-ID: <2.2.16.19960926071927.08d766a2@eimac.cpii.com>

Hello all

Can anyone tell me if this is the P/N of the canvas cover that is used on the MK2 No.19 W.S. The ID number I was given is PC-90816-191. I am not familiar with the British system of how they number their radio bags

and covers.

Thankyou
Paul N6FEG

Paul Thekan - Speaking for Himself
Paul.Thekan@pgtp.varian.com

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: John Poulton <jp@cs.unc.edu>
Subject: Wanted: R390 Instruction Book
Message-ID: <199609261913.PAA06404@mira.cs.unc.edu>

I'm in the process of purchasing an R390 and need a manual for it. Would anyone out there be willing to sell me a copy, or better yet, an original manual?

Many thanks,
John Poulton

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: Steve Byan <steve@hi.com>
Subject: Re: Wanted: R390 Instruction Book
Message-ID: <v03007803ae708d4f9d97@[140.243.30.128]>

[I guess it's getting to be time to put an R390/R390A FAQ up on a BA web-site; this question certainly qualifies as "frequently asked".]

I'm not sure whether you're asking about the R390 or the R390A. You can obtain the original manuals from the US Gov't via the NTIS. NTIS's prices seem to have increased lately; they may not be competitive any longer.

NTIS
5285 Port Royal Road
Springfield, VA 22161

by phone at (703) 487-4684
by fax at (703) 487-4841
or via the web at <http://www.ntis.gov/>

They take AMEX, Visa, and Mastercard.

Other folks have reproductions; Fair Radio is one source. "Aben" in NJ is another:

Aben
P. O. Box 4118
Jersey City, NJ 07304

He says he has original December 1961 R390A maintenance manual
TM-11-5820-358-35. His price is \$28 including priority mail shipping.

Regards,
-Steve

For R390:

TM 11-5820-357-10, 29 Dec 60, Operators Manual: Radio Receiver R-390/URR.
Changes 4.

TM 11-5820-357-20, 23 Mar 61, Organizational Maintenance Manual: Radio
Receiver R-390/URR. Changes 1

TM 11-5820-357-20P, 04 Nov 59, Organizational Maintenance Repair Parts
and Special Tools Lists and Maintenance Allocation Chart: Receiver,
Radio R-390/URR (TO 31R1-2URR-404). Changes 1

TM 11-5820-357-35, 09 Mar 62, Field and Depot Maintenance Manual: Radio
Receiver R-390/URR(TO 31R2-2URR-412). Changes 1

TM 11-5820-357-35P, 04 Nov 59, Field and Depot Maintenance Repair Parts
and Special Tools List: Receiver, Radio R-390/URR (TO 31R1-2URR-414).
Changes 3. This one has a footnote that says: "No Stocks; do not
requisition. Publication will not be reprinted.

For R390A:

TM 11-5820-358-10 "Operator's Manual, Radio Receiver R-390A/URR"
16 January 1961
(Change 1: ?, Change 2: 15 January 1965, Change 3:
25 April 1974)

TM 11-5820-358-20 "Organizational Maintenance Manual, Radio Receiver
R-390A/URR"
(Air Force number: TO 31R1-2URR-442)

TM 11-5820-358-34P "Direct Support and General Support Maintenance

Repair Parts and Special Tools Lists, Radio
Receiver R-390A/URR" February 1972 (Supersedes
TM 11-5820-358-35P, 20 March 1962, including all
changes.)

TM 11-5820-358-35 "Field and Depot Maintenance Manual, Radio
Receiver R-390A/URR" 8 December 1961
(Changes 1 and 2 at least were issued. It, together
with the Operator's Manual above, supersedes
TM 11-856A, 20 January 1956 including changes 1-6.

Steve Byan internet: steve@hi.com
Hitachi Computer Products (America), Inc.
1601 Trapelo Road phone: (617) 890-0444
Waltham, MA 02154 FAX: (617) 890-4998

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: WHY SB-600 Speaker WITH HW-101?
Message-ID: <199609262159.QAA29797@dlep1.itg.ti.com>

At 04:11 PM 9/26/96 -0500, you wrote:
>Now that the HW-101 is up and running need a SB-600 Speaker...

The SB-600 wasn't designed for the HW-101 and doesn't match it cosmetically.
The cabinets don't match, the front panels don't match, the ventilation hole
patterns are radically different and even the cabinet edges have quite
different radius'. The only vague similarity between the two is that the
paint color of the SB-600 front panel kinda matches the cabinet color of the
HW-101. So, I wonder how Heath got by selling it as the "matching speaker".
Am I missing something here? The SB-600 was made to match the SB-10x series
of transceivers, but then also sold for the HW rigs, from HW-12's to the HW-101.

FWIW, I've got two SB-600's at home; one for the SB-102 and one for the
HW-101 (but it just doesn't match...)

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: lisa lowell <ka0nno@cswnet.com>
Subject: WTB Ameco Tx 62
Message-ID: <1.5.4.32.19960925205737.006945c0@mail.cswnet.com>

I am looking for an Ameco Tx 62 in good working condition.

Lisa--KA0NNO--501-389-6516
or email at ka0nno@cswnet.com

From boatanchors@theporch.com Thu Sep 26 16:17:51 1996
From: heikud@directcon.net (Dennis Heikura)
Subject: WTB SB-600 Speaker
Message-ID: <199609261844.LAA20448@zeus.directcon.net>

Now that the HW-101 is up and running need a SB-600 Speaker to go along with it. Anybody have one of these critters lurking lonely and forgotton thay would part with? Need not be mint.

73---Denny
WB7EGG

From boatanchors@theporch.com Thu Sep 26 22:14:40 1996
From: Jack Harper <jharper@bs2000.com>
Subject: WTB: Hammarlund HK-1B Keyer
Message-ID: <199609262323.RAA17321@lynx.csn.net>

Still Looking...

Anyone know of a Hammarlund HK-1B keyer that is available for sale or trade?

Very much appreciate any feedback...

Regards

Jack, KC0LR (Friend to all things Hammarlund)

Jack Harper
e-mail: jharper@bs2000.com
voice: 303-277-1892 fax: 303-277-1785

Bank Systems 2000, Inc.
350 Indiana Street, Suite 350
Golden, Colorado 80439

"21st Century Financial Applications"
Optical Cards for EBT, Medical, Bank Applications
Visit our Web Page: <http://www.bs2000.com/talos> (Last Update: 960907)

```
1024-bit PGP crypto key with ID: 8FB07075 created 960728
Fingerprint: 75 DA 06 35 F8 3D AC EC 3A F2 7C 59 A1 11 A5 74
Key available from Public Key Servers and above Web Page
```

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: k7yha@juno.com (Richard H. Arland)
Subject: WTB: SB-610/620
Message-ID: <19960926.011527.4431.9.k7yha@juno.com>

Gang:

Located a SB-610 last evening....N3IKP has one he wants to trade for an old Heath SW receiver I have. Done deal! (G0d, I LOVE this hobby!)

Still looking for the SB-620 spectrum analyzer....one of the BA group reposted a mssg from a packet BBS where somone had an unbuilt 620 for \$300! (Must be nice to live in the Twilight Zone!)

73 rich K7YHA

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: cmthomp1@facstaff.wisc.edu (Clark M. Thompson)
Subject: WTD: Manual for NC-303
Message-ID: <199609251534.KAA158192@audumla.students.wisc.edu>

I've got one of these beasts braving UPS to come to me. I'd love to have a manual or copy of a manual to help me restore it. If you can help, I'd gladly pay for expenses.

73,

Clark Thompson, KD9QI

cmthomp1@facstaff.wisc.edu

From boatanchors@theporch.com Thu Sep 26 00:15:11 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: [BitBucket] No subject given
Message-ID: <m0v64m0-0002G0C@e-tex.com>

I know this isn't boatanchor information but it appears pretty important. So please excuse the infraction.

73 de Pete WA5JCI

Return-Path: <owner-bitbucket@ftp1.primenet.com>

>From: wa2moe@doitnow.com
>Date: Wed, 25 Sep 1996 16:26:37 -0700 (MST)
>X-Sender: wa2moe@doitnow.com
>To: bitbucket@lists.primenet.com
>Subject: [BitBucket] No subject given
>Sender: owner-bitbucket@lists.primenet.com
>

>>From: brafael@smtpgwy.corpinfo.com
>>Date: Wed, 25 Sep 96 15:46:51 pst
>>To: WA2MOE@DOITNOW.COM
>>Subject: No subject given
>>X-UIDL: 159d30d0f8762b92bcd4240d31f279bc

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>> DO NOT DOWNLOAD ANY FILE NAMED PKZIP300 REGARDLESS OF EXTENSION.

>>

>> A NEW Trojan Horse Virus has emerged on the Internet with the name
>> PKZIP300.ZIP, so named as to give the impression that this file is a
>> new version of the PKZIP software used to "zip" compressed files. DO
>> NOT DOWNLOAD THIS FILE UNDER ANY CIRCUMSTANCES!! If you install or
>> expand the file, the virus WILL wipe your hard disk clean and affect
>> modems at 14.4 and higher. This is an extremely destructive virus and
>> there is NOT yet a way of cleaning this one up.

>>

>>

PLEASE PASS THIS ON TO ANYONE YOU KNOW. >

>>

>>

>>

>>

>

Stu Greene WA2MOE

>

7537 North 28th Avenue

>

Phoenix, Arizona 85051 USA

>

wa2moe@doitnow.com

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>Submissions: bitbucket@primenet.com

>Administrative requests: majordomo@primenet.com

>WWW: <http://www.primenet.com/~ke7gh>

>Questions: owner-bitbucket@primenet.com

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